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 INFORMATION REPORT

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COUNTRY USSR

DATE DISTR. 27 August 1945

SUBJECT Railroads and Bridges

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DATE OF

SUPPLEMENT TO  
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I. Karelia and /ola Peninsula area

9 April 1947

1. The post-war five year plan provides for the construction of a western Karelian railway line, which will pass through the richest timber regions of western Karelia. The new railway will carry timber to the cellulose and paper factories of the Karlo-Finnish S.S.R. and to factories in Leningrad. The preliminary survey of the route has been completed by a party from the Leningrad branch of the Union Transport Project (Soyuztransportekt).

End February 1948

2. Since the war the Russians have built a railway parallel to the Petrozavodsk-Kolchukha line. The new line runs a little east of the Finnish-Soviet border at the south and terminates in the north at Salla (near 67°N; 29°E), where the railway station has been greatly enlarged. (Comment: 25X1A This line may possibly be a continuation of the Kockkoma-Enonsuu line.)

Date not given; presumably early 1948

3. The Leningrad-Mukhomsk railroad is being improved systematically and double tracks are being laid over certain stretches. There have been no reports of work of any significance being carried out on the spurs branching off to the west from this line.

- II. General U.S. Note In September 1945, five hundred workers began rebuilding the large railway bridge over the Volkhov River, near Purline (sic; unlocated on map); the work was nearing completion in September 1945. Because of the sandy nature of the river bed, it was necessary to dig to a depth of four meters to place the piles properly. The bridge is 300 meters long, 15 meters broad, and has a load capacity of over 300 tons. Work was also started on a second railway bridge in the area, over the Lovat River.

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DDA Memo, 4 Apr 47

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III. Belorussia/Ukraine25 March 1948

1. Two arched ferro-concrete bridges are under construction over the Dnieper River, near the hydro-electric power station. They are being built on the sites of former bridges which were destroyed by the Germans. Both bridges will have two levels, one for electric trains and the other for motor transport. Construction is to be completed in 1949.

25 February 1948

2. The bridge over the Bug River at Nikolaev has been repaired and has a carrying capacity of over sixty tons.
3. The railway line from Kiev to Kherson was completed and in operation in the spring of 1946.

9 April 1948

4. Only one track of the pre-war double track railway line which connected Mariupol (47°6'N; 37°34'E) with the Donets Basin is now in use.

August 1947

5. Construction of a new rail line between Volkovysk-Druzana-Mohrin-Ratno had recently been completed and a new line between Ratno and Kovel was nearing completion in August 1947.

IV. Georgia, Armenia, Azerbaidzhan S.S.R.9 March 1948

1. Trains pass Dzhalifa (38°57'N; 45°38'E) at the following local times daily:

0100 hours	freight train	west to east
0800 "	" "	" " "
0930 "	passenger train	" " "
1100 "	" "	east to west
1500 "	freight train	" " "

Freight trains travelling from west to east appear to be empty, but on the east to west run they carry barbed wire, coal, timber, steel pipes, and tractors.

Construction of a detour of the Sukhumi-Gudauty Railroad Line

1. Fifteen kilometers north of Sukhumi (43°N; 41°20'E), a 500-700 meter stretch of the railroad line connecting the coastal cities of Sukhumi and Gudauty settled as a result of rains. The damage to the railroad line was such that the Russians in 1940 began to build a detour of the line at this point. Work stopped during the war but began immediately after the end of the war (1945) and was continuing in 1947.

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2. The detour begins at the eighth kilometer from Sukhumi and runs inland about fifteen kilometers, rejoining the old railroad line about six to eight kilometers from the city of Gudauti.
3. Work is proceeding slowly because of the lack of funds. Some 200-300 workmen are employed on this construction. The old line is now being used.
4. In 1947, a road was constructed parallel to the new detour of the railroad line.

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